

BookletChart™

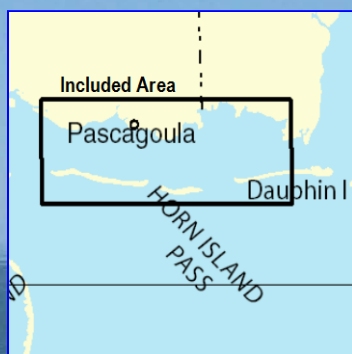


Intracoastal Waterway – Dauphin Island to Dog Keys Pass

NOAA Chart 11374

A reduced-scale NOAA nautical chart for small boaters

When possible, use the full-size NOAA chart for navigation.



- Complete, reduced-scale nautical chart
- Print at home for free
- Convenient size
- Up-to-date with Notices to Mariners
- Compiled by NOAA's Office of Coast Survey, the nation's chartmaker



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**Published by the
National Oceanic and Atmospheric Administration
National Ocean Service
Office of Coast Survey
www.NauticalCharts.NOAA.gov
888-990-NOAA**

What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

What is a BookletChart™?

This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

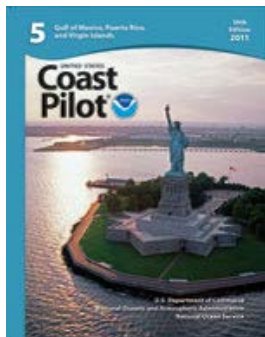
Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.

For latest Coast Pilot excerpt visit the Office of Coast Survey website at <http://www.nauticalcharts.noaa.gov/nsd/searchbychart.php?chart=11374>



[Coast Pilot 5, Chapter 9 excerpts].

Mississippi Sound extends 70 miles W of Mobile Bay between a chain of narrow, low, sand islands and the mainland, providing a sheltered route for the Intracoastal Waterway. Natural depths of 12 to 18 feet are found throughout the sound, and a channel 12 feet deep has been dredged where necessary from Mobile Bay to New Orleans.

Ship, Horn, and Petit Bois Islands are part of **Gulf Islands National Seashore** and

subject to the rules and regulations of the National Park Service. **Petit Bois Island National Wildlife Refuge** and **Horn Island National Wildlife Refuge** are within the National Seashore.

West Fowl River is joined to East Fowl River by a channel navigable by craft drawing 2 feet or less. The entrance to the river from Mississippi Sound is marked by private daybeacons from E of Cat Island to just below the highway bridge. A small marina on the E bank of the river 0.5 mile below the highway bridge can provide berths with water and electricity, gasoline, diesel fuel, ice, a launching ramp, marine supplies, and engine repairs.

Coden.—A channel leads from Bayou La Batre channel through Portersville Bay to the mouth of Bayou Coden, thence N to the Route 188 bridge 0.5 mile above the mouth of the bayou. A turning basin is on the W side of the channel 500 feet below the bridge. The depth in the channel was 4.9 feet (7.7 feet at midchannel) to the bridge; thence there was 9 feet in the basin. The channel is marked by lights and daybeacons. Route 188 bridge had a clearance of 15 feet.

A channel leads from deep water in Mississippi Sound through **Bayou La Batre** to a turning basin 0.5 mile below Route 188 bridge at **Bayou La Batre** thence to the bridge. The depths were 17.4 feet in the entrance channel to the mouth of the bayou; thence 15.6 feet (17.0 feet at midchannel) to the turning basin, thence 16.5 to 17.6 feet in the turning basin, thence 11.6 feet (12.9 feet at midchannel) to the highway bridge. The channel is marked by lights and daybeacons.

Shipping Safety Fairways.—Vessels should approach **Horn Island Pass** and **Pascagoula Harbor** through the prescribed **Safety Fairways**. (See **166.100 through 166.200**, chapter 2.)

The Coast Guard advises vessels exercise particular caution where the channel intersects the Intracoastal Waterway, about 2.4 miles above the W end of Petit Bois Island, near Lighted Buoys 27 and 29. Situations resulting in collisions, groundings, and close quarters passings have been reported by both shallow and deep-draft vessels. The Coast Guard has requested vessels make a **SECURITE** call on VHF-FM channel 13 prior to crossing the Intracoastal Waterway, particularly during periods of restricted visibility.

Anchorage.—Deep-draft vessels may anchor 1 to 2 miles S or SE of the sea buoy, weather permitting. Anchorage for vessels up to 15-foot draft is available in Mississippi Sound E of the channel.

Explosives anchorages are N and S of the W end of Petit Bois Island. (See **110.1 and 110.194b**, chapter 2, for limits and regulations.)

Caution.—Petit Bois Island and Horn Island are poor radar targets when approaching Pascagoula Harbor from seaward. Caution should be exercised when making landfall at night and during poor visibility.

Dangers.—Shoal water up to 30 feet extends about 2 miles SW of the W end of Petit Bois Island to about 0.25 mile SE of Horn Island Pass Channel Buoy 10 (30°11'45"N., 88°31'21"W.). Spoil banks are on the W side of Pascagoula Channel and on both sides of Bayou Casotte Channel. Vessels should not enter the channel before the pilot boards, especially light vessels during periods of strong winds and adverse weather.

In April 1992, a 30-foot shoal was reported 0.4 mile SSE of the entrance to Horn Island Pass Channel in about 30°09'29"N., 88°33'09"W.

Speed limit.—No oceangoing vessel shall proceed in excess of 5 m.p.h. in Pascagoula River or Bayou Casotte.

Overhead power cables 1.5 miles and 2.6 miles above the mouth of the river have clearances of 68 feet and 80 feet, respectively.

U.S. Coast Guard Rescue Coordination Center 24 hour Regional Contact for Emergencies

RCC New Orleans

Commander

8th CG District

New Orleans, LA

(504) 589-6225

Navigation Managers Area of Responsibility



NOAA's navigation managers serve as ambassadors to the maritime community.

They help identify navigational challenges facing professional and recreational mariners, and provide NOAA resources and information for safe navigation. For additional information, please visit nauticalcharts.noaa.gov/service/navmanagers

To make suggestions or ask questions online, go to nauticalcharts.noaa.gov/inquiry.

To report a chart discrepancy, please use ocsdata.ncd.noaa.gov/idrs/discrepancy.aspx.

Lateral System As Seen Entering From Seaward

on navigable waters except Western Rivers

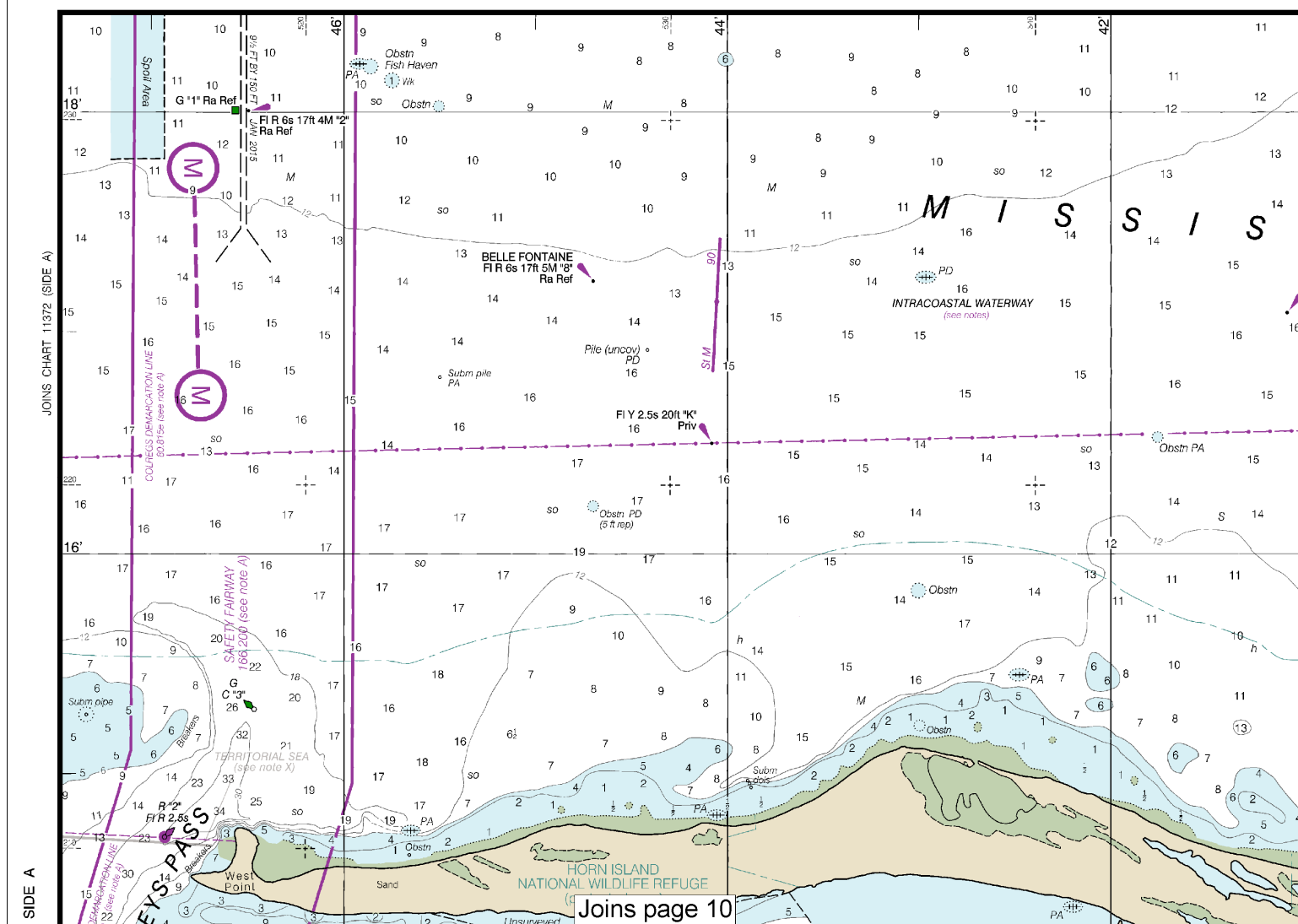


For more information on aids to navigation, including those on Western Rivers, please consult the latest USCG Light List for your area.

These volumes are available online at <http://www.navcen.uscg.gov>

| |
|---|
| NAME |
| Dauphin Island Bayou La Batre Pascagoula Point Horn Island |
| Dashes (- - -) located in datum of tide predictions, and tide current |

(Mar 2015)



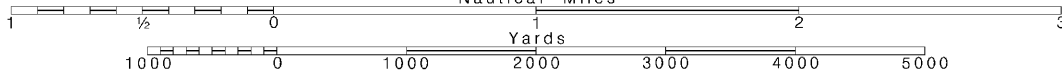
4

Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

~~SCALE 1:40,000~~
Nautical Miles

See Note on page 5.



The United States Power Survey (USCGAUX), national organization programs in common regarding these educational courses.
USPS - Local Squadron Commander, Raleigh, NC 27607, 800-524-8835 or USCG Headquarters, Second Street, SW, Washington, DC 20540.

CAUTION

Gas and Oil Well Structures

Uncharted platforms, gas and oil well structures, pipes, piles and stakes can exist within the limits of this chart.

INTRACOASTAL WATERWAY AIDS

The U.S. Aids to Navigation System is designed for use with nautical charts, and the exact meaning of an aid to navigation may not be clear unless the appropriate chart is consulted.

Aids to navigation marking the Intracoastal Waterway exhibit unique yellow symbols to distinguish them from aids marking other waterways.

When following the Intracoastal Waterway westward from Carrabelle, FL to Brownsville, TX, aids with yellow triangles should be kept on the starboard side of the vessel and aids with yellow squares should be kept on the port side of the vessel.

A horizontal yellow band provides no lateral information, but simply identifies aids to navigation as marking the Intracoastal Waterway.

Sediment traps are designed to trap advancing rapid rate spilling over into the channel. They should exercise caution when passing.

INTRODUCTION

12 feet Caution The controls are in the U.S. Mariners

Mileage distances are in Statute Miles. Lock, LA, and Tables for national Nautical Pilot 5.

Small craft commercial and pleasure craft have the right of way. All craft should display a daymark, a stripe, or a light.

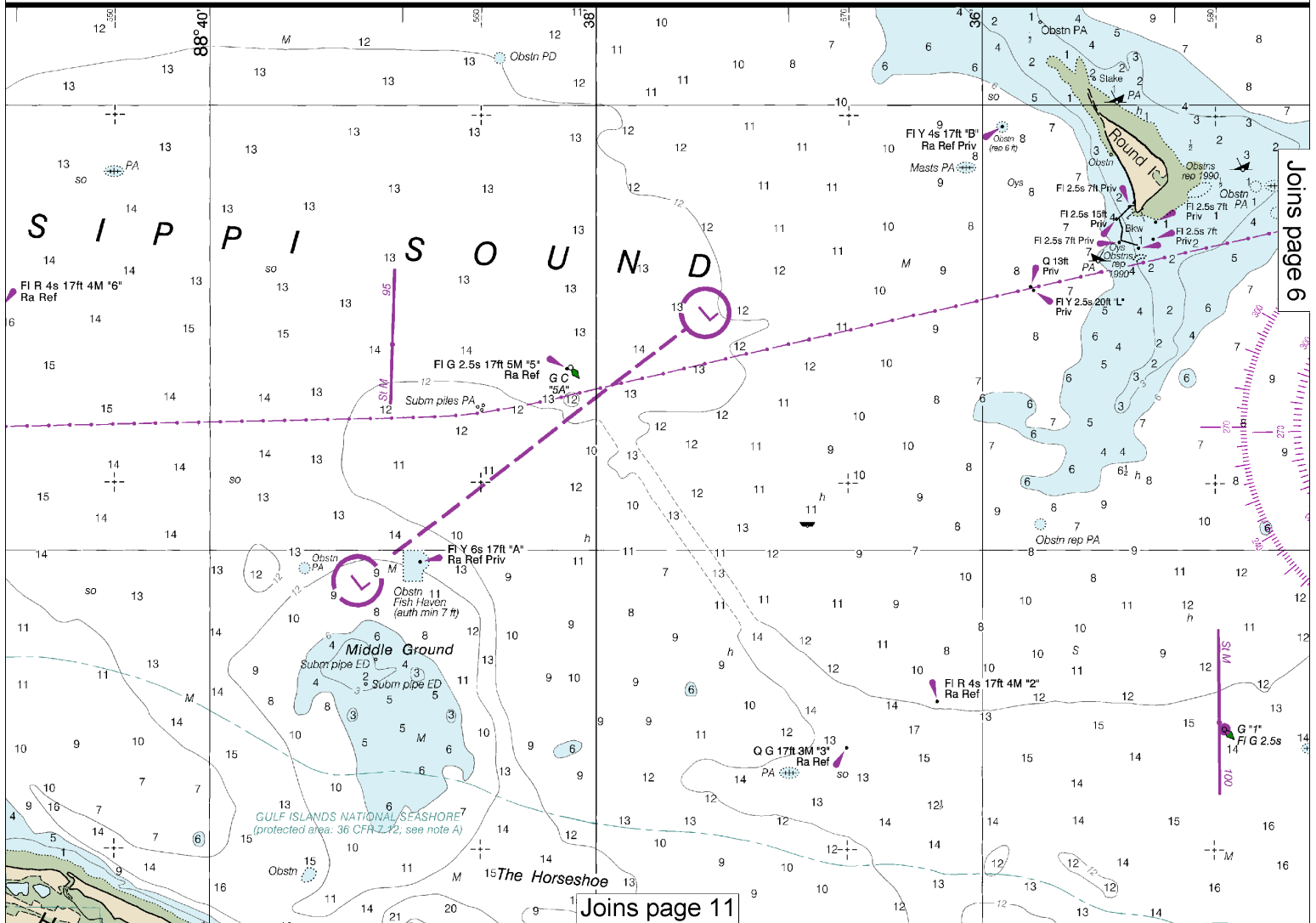
TIDAL INFORMATION

| PLACE | Height referred to datum of soundings (MLLW) | Mean Higher High Water | Mean High Water | Mean Low Water |
|-------------------|--|------------------------|-----------------|----------------|
| (LAT/LONG) | feet | feet | feet | feet |
| (30°15'N/88°05'W) | 1.2 | 1.2 | 0.0 | 0.0 |
| (30°22'N/88°16'W) | 1.5 | 1.5 | 0.0 | 0.0 |
| (30°20'N/88°32'W) | 1.5 | 1.4 | 0.1 | 0.1 |
| (30°14'N/88°40'W) | 1.6 | 1.5 | 0.1 | 0.1 |

Columns indicate unavailable datum values for a tide station. Real-time water levels, and predictions are available on the Internet from <http://tidesandcurrents.noaa.gov>.

NOTE X

Within the 12-nautical mile Territorial Sea, established by Presidential Proclamation, some Federal laws apply. The Three Nautical Mile Line, previously identified as the outer limit of the territorial sea, is retained as it continues to depict the jurisdictional limit of the other laws. The 9-nautical mile Natural Resource Boundary off the Gulf coast of Florida, Texas, and Puerto Rico, and the Three Nautical Mile Line elsewhere remain in most cases the inner limit of Federal fisheries jurisdiction and the outer limit of the jurisdiction of the states. The 24-nautical mile Contiguous Zone and the 200-nautical mile Exclusive Economic Zone were established by Presidential Proclamation. Unless fixed by treaty or the U.S. Supreme Court, these maritime limits are subject to modification.



This BookletChart was reduced to 75% of the original chart scale. The new scale is 1:53333. Barscales have also been reduced and are accurate when used to measure distances in this BookletChart.

PUBLIC BOATING INSTRUCTION PROGRAMS

The United States Power Squadrons (USPS) and U.S. Coast Guard Auxiliary (USCGAUX), national organizations of boatmen, conduct extensive boating instruction programs in communities throughout the United States. For information regarding these educational courses, contact the following sources:

USPS - Local Squadron Commander or USPS Headquarters, 1504 Blue Ridge Road, Raleigh, NC 27607, 888-367-8777

USCGAUX - COMMANDER (OAX), Eighth Coast Guard District, Hale Boggs Federal Building, Suite 1126, 500 Poydras Street, New Orleans, LA 70130, 800-524-8835 or USCG Headquarters, Office of the Chief Director (G-CCX), 2100 Second Street, SW, Washington, DC 20593

SEDIMENT TRAPS

Sediment traps are designed to delay shoaling of the navigable portion of a channel by trapping advancing littoral material. Sediment traps may shoal at a rapid rate spilling over into the adjacent navigation channel, therefore, mariners should exercise caution when operating near them.

INTRACOASTAL WATERWAY

Project Depths

12 feet Carrabelle, FL to Brownsville, TX.
The controlling depths are published periodically in the U.S. Coast Guard Local Notice to Mariners

Distances

Mileage distances shown along the Waterway are in Statute Miles, based on zero at Harvey Lock, LA, and are indicated thus: —→
Tables for converting Statute Miles to International Nautical Miles are given in U.S. Coast Pilot 5.

CAUTION

Small craft should stay clear of large commercial and government vessels even if small craft have the right-of-way.

All craft should avoid areas where the skin divers flag, a red square with a diagonal white stripe, is displayed.

Pump-out facilities

TIDAL INFORMATION

Near real time water level data, predictions and weather data are available via the Internet at <http://tidesandcurrents.noaa.gov>. Annual predictions of the rise and fall of the tides are available in printed form from private sector printers.

NOTE B

The buoys in Petit Bois Pass are not charted due to continual shoaling which necessitates their frequent relocation. Mariners are advised to use local knowledge to safely transit Petit Bois Pass.

HURRICANES AND TROPICAL STORMS

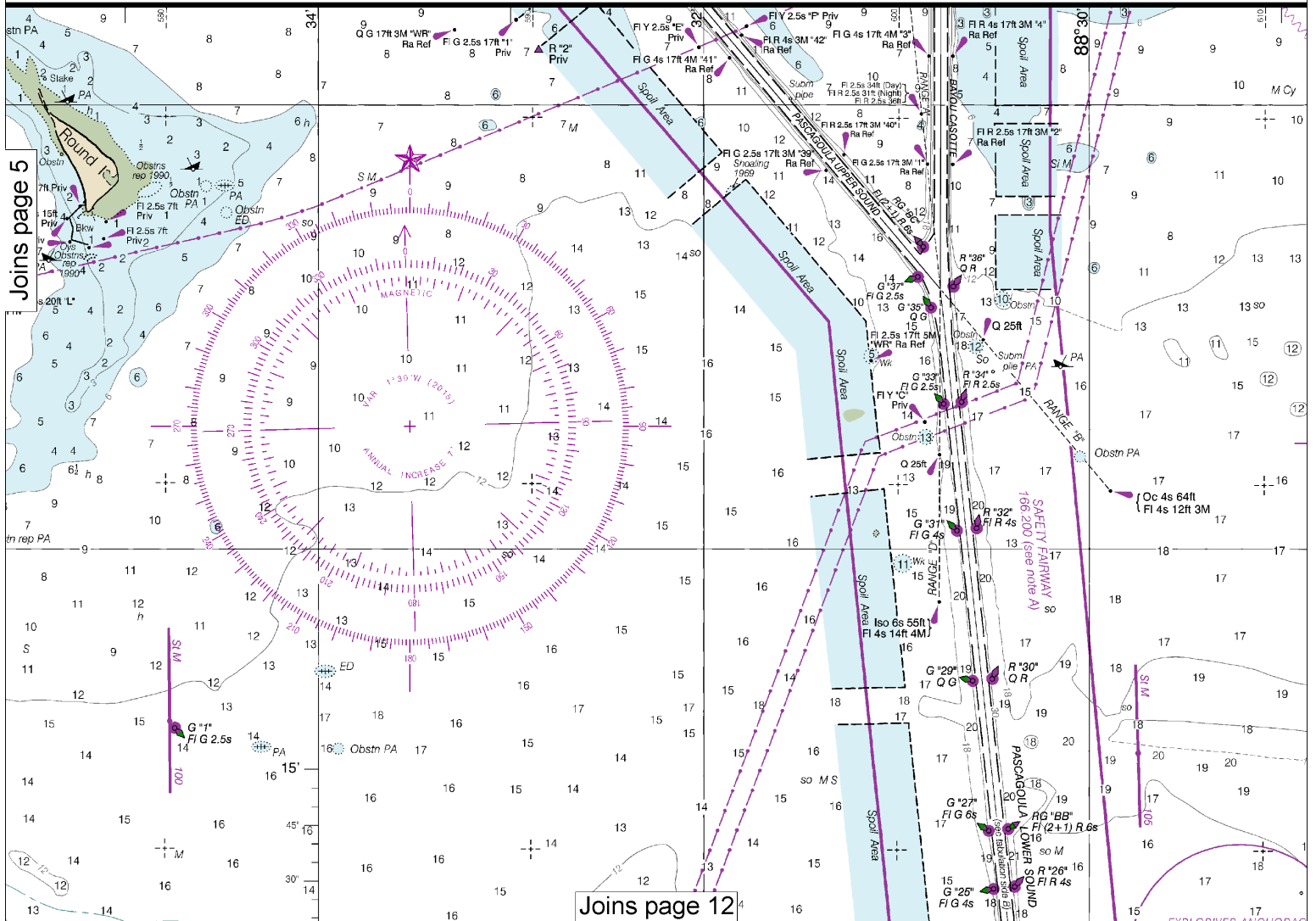
Hurricanes, tropical storms and other major storms may cause considerable damage to marine structures, aids to navigation and moored vessels, resulting in submerged debris in unknown locations.

Charted soundings, channel depths and shoreline may not reflect actual conditions following these storms. Fixed aids to navigation may have been damaged or destroyed. Buoys may have been moved from their charted positions, damaged, sunk, extinguished or otherwise made inoperative. Mariners should not rely upon the position or operation of an aid to navigation. Wrecks and submerged obstructions may have been displaced from charted locations. Pipelines may have become uncovered or moved.

Mariners are urged to exercise extreme caution and are requested to report aids to navigation discrepancies and hazards to navigation to the nearest United States Coast Guard unit.

JOINS SIDE B

Formerly 874-SC, 1st Edition, 1988



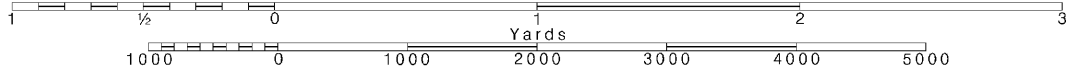
6

Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:40,000
Nautical Miles

See Note on page 5.



PLANE COORDINATE GRID
(based on NAD 1927)

The Mississippi State Grid east zone is indicated by dashed ticks on this chart at 10,000 intervals thus: ---

The Alabama State Grid west zone is indicated by solid ticks on this chart at 10,000 foot intervals thus: +
The last three digits are omitted.

RULES OF THE ROAD
(ABRIDGED)

Motorless craft have the right-of-way in almost all cases. Sailing vessels and motorboats less than sixty-five feet in length shall not hamper, in a narrow channel, the safe passage of a vessel which can navigate only inside that channel.

A motorboat being overtaken has the right-of-way. Motorboats approaching head to head or nearly so should pass port to port.

When motorboats approach each other at right angles or obliquely, the boat on the right has the right-of-way in most cases.

Motorboats must keep to the right in narrow channels when safe and practicable.

Mariners are urged to become familiar with the complete text of the Rules of the Road in U.S. Coast Guard publication "Navigation Rules."

NOTE S

Regulations for Ocean Dumping Sites are contained in 40 CFR, Parts 220-229. Additional information concerning the regulations and requirements for use of the sites may be obtained from the Environmental Protection Agency (EPA). See U.S. Coast Pilots appendix for addresses of EPA offices. Dumping subsequent to the survey dates may have reduced the depths shown.

NOAA encourages users to submit inquiries, discrepancies or comments about this chart at <http://www.nauticalcharts.noaa.gov/staff/contact.htm>.

POLLUTION REPORTS

Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

RADAR REFLECTORS

Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

NOTE A

Navigation regulations are published in Chapter 2, U.S. Coast Pilot 5. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 8th Coast Guard District in New Orleans, LA or at the Office of the District Engineer, Corps of Engineers in Mobile, AL.

Refer to charted regulation section numbers.

CAUTION

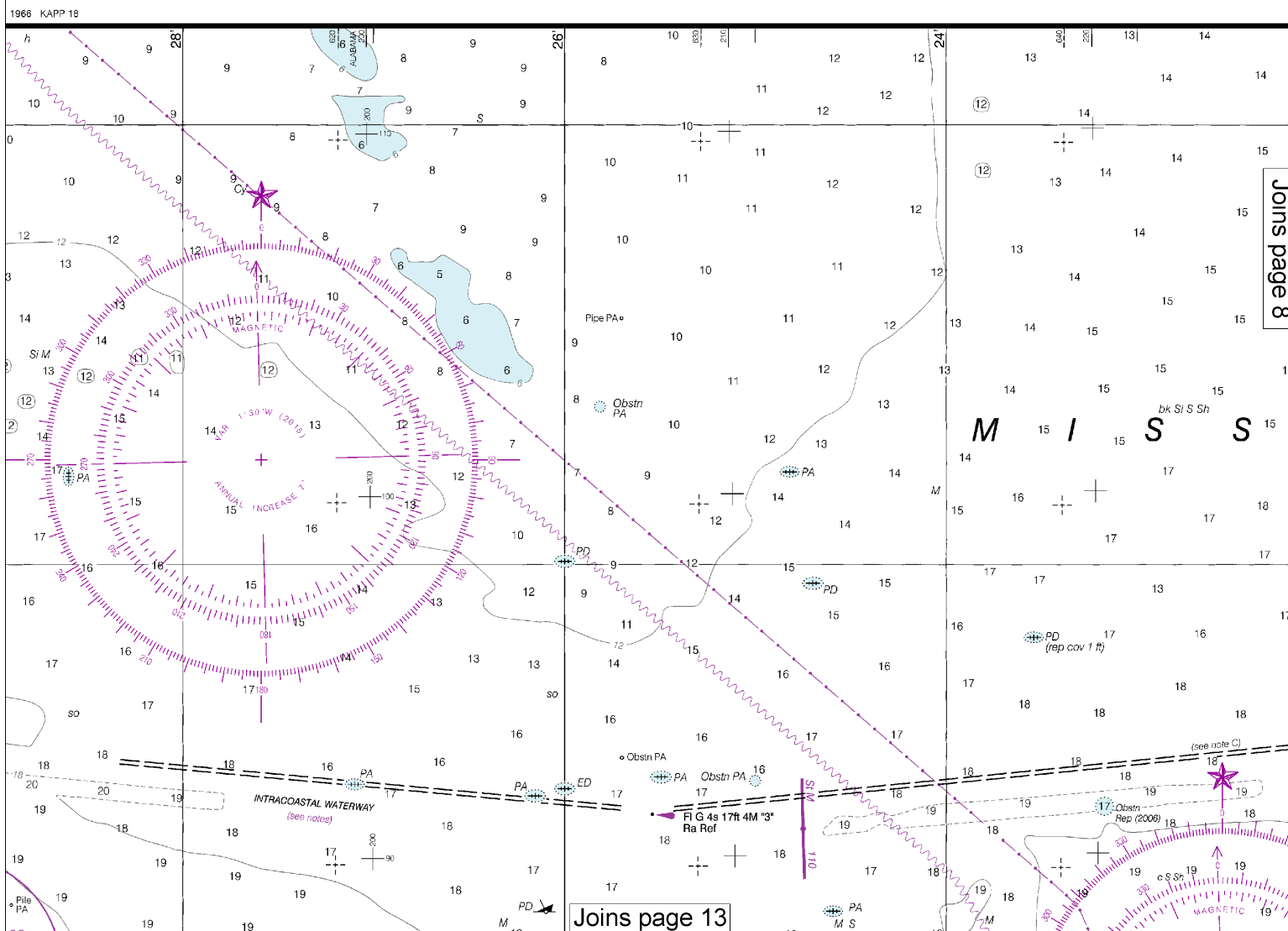
SUBMARINE PIPELINES AND CABLES

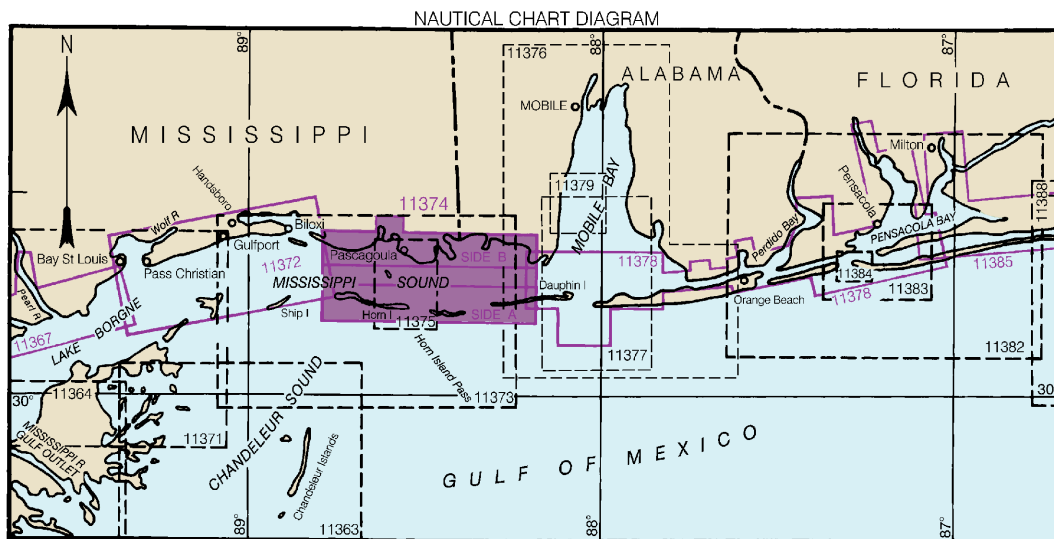
Charted submarine pipelines and submarine cables and submarine pipeline and cable areas are shown as:



Additional uncharted submarine pipelines and submarine cables may exist within the area of this chart. Not all submarine pipelines and submarine cables are required to be buried, and those that were originally buried may have become exposed. Mariners should use extreme caution when operating vessels in depths of water comparable to their draft in areas where pipelines and cables may exist, and when anchoring, dragging, or trawling.

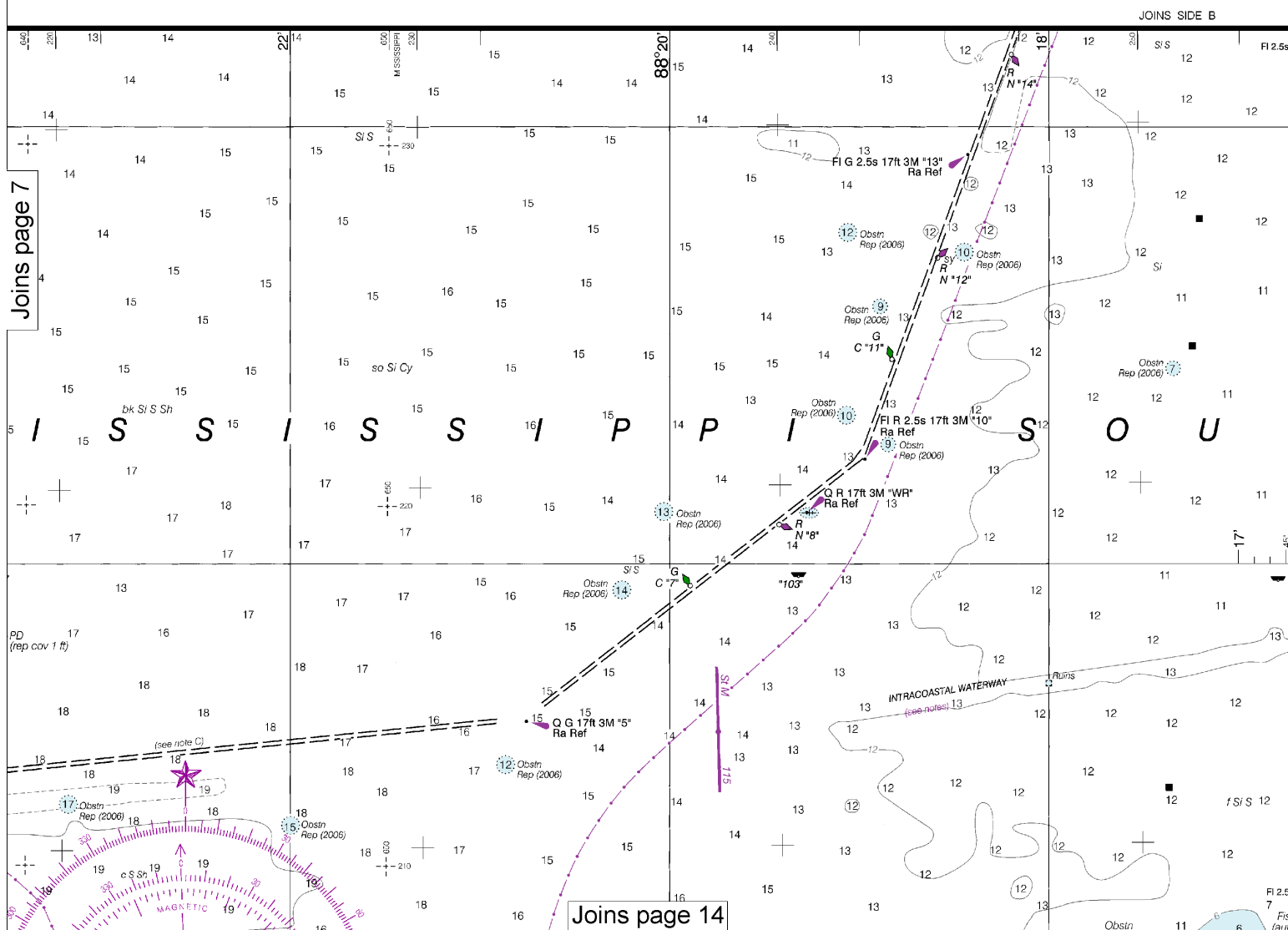
Covered wells may be marked by lighted or unlighted buoys.





CAUTION
This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner. Chart updates corrected from Notice to Mariners published after the dates shown in the lower left hand corner are available at nauticalcharts.noaa.gov.

WARNING
The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.



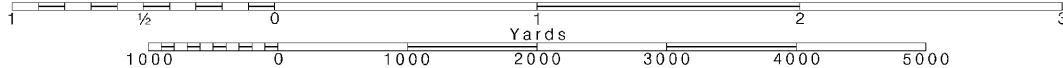
8

Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:40,000
Nautical Miles

See Note on page 5.



Mercator Projection at Scale 1:40,000
North American Datum of 1983
(World Geodetic System 1984)
SOUNDINGS IN FEET
AT MEAN LOWER LOW WATER

AUTHORITIES

Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, Geological Survey, and U.S. Coast Guard.

COLREGS: International Regulations for Preventing Collisions at Sea, 1972.
Demarcation lines are shown thus: - - - - -

SUPPLEMENTAL INFORMATION

Consult U.S. Coast Pilot 5 for important supplemental information.

HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 0.721" northward and 0.054" westward to agree with this chart.

CAUTION

Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

CAUTION

Improved channels shown by broken lines are subject to shoaling, particularly at the edges.



THE NATION'S CHARTMAKER SINCE 1807

NAUTICAL
CHART
11374

INTRACOASTAL
WATERWAY

ALABAMA-MISSISSIPPI

DAUPHIN ISLAND TO DOG KEYS PASS

Chart 11374

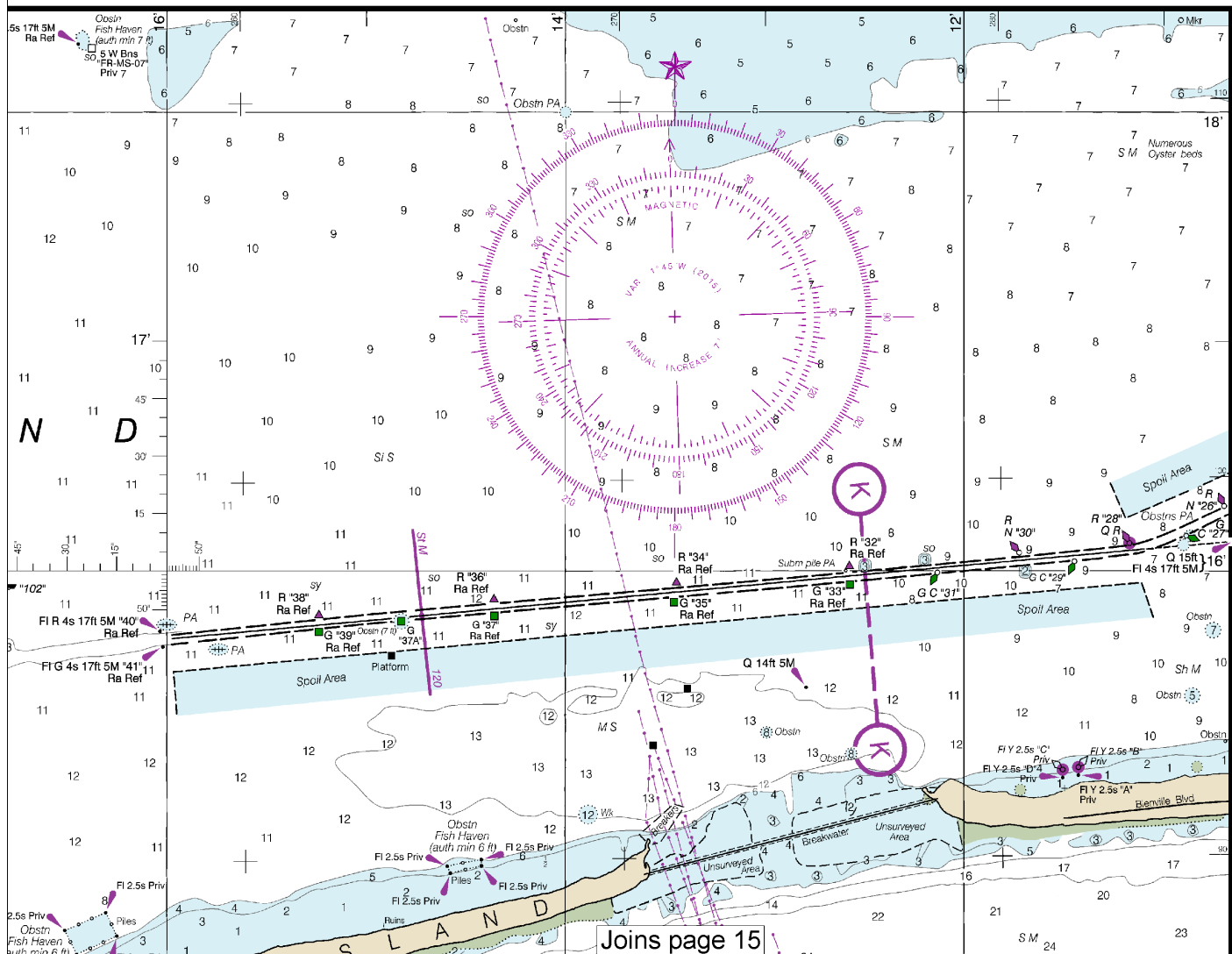
Published at Washington, D.C.
U.S. DEPARTMENT OF COMMERCE
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SERVICE
COAST SURVEY

Additional information can be obtained at nauticalcharts.noaa.gov.

For Symbols and Abbreviations see Chart No. 1

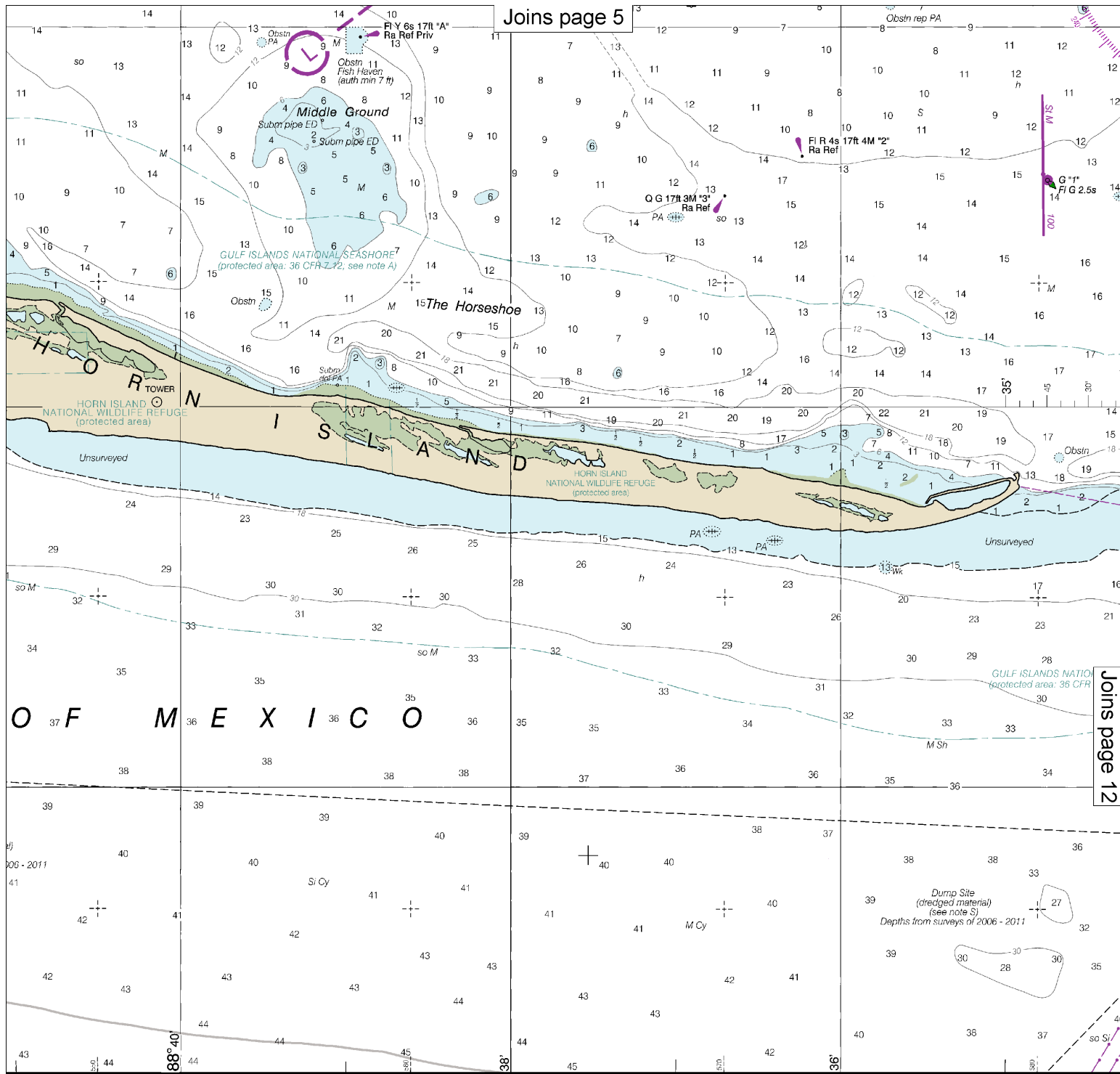
HEIGHTS

Heights in feet above Mean High Water.



JOINS CHART 11378 (SIDE B)

SIDE A



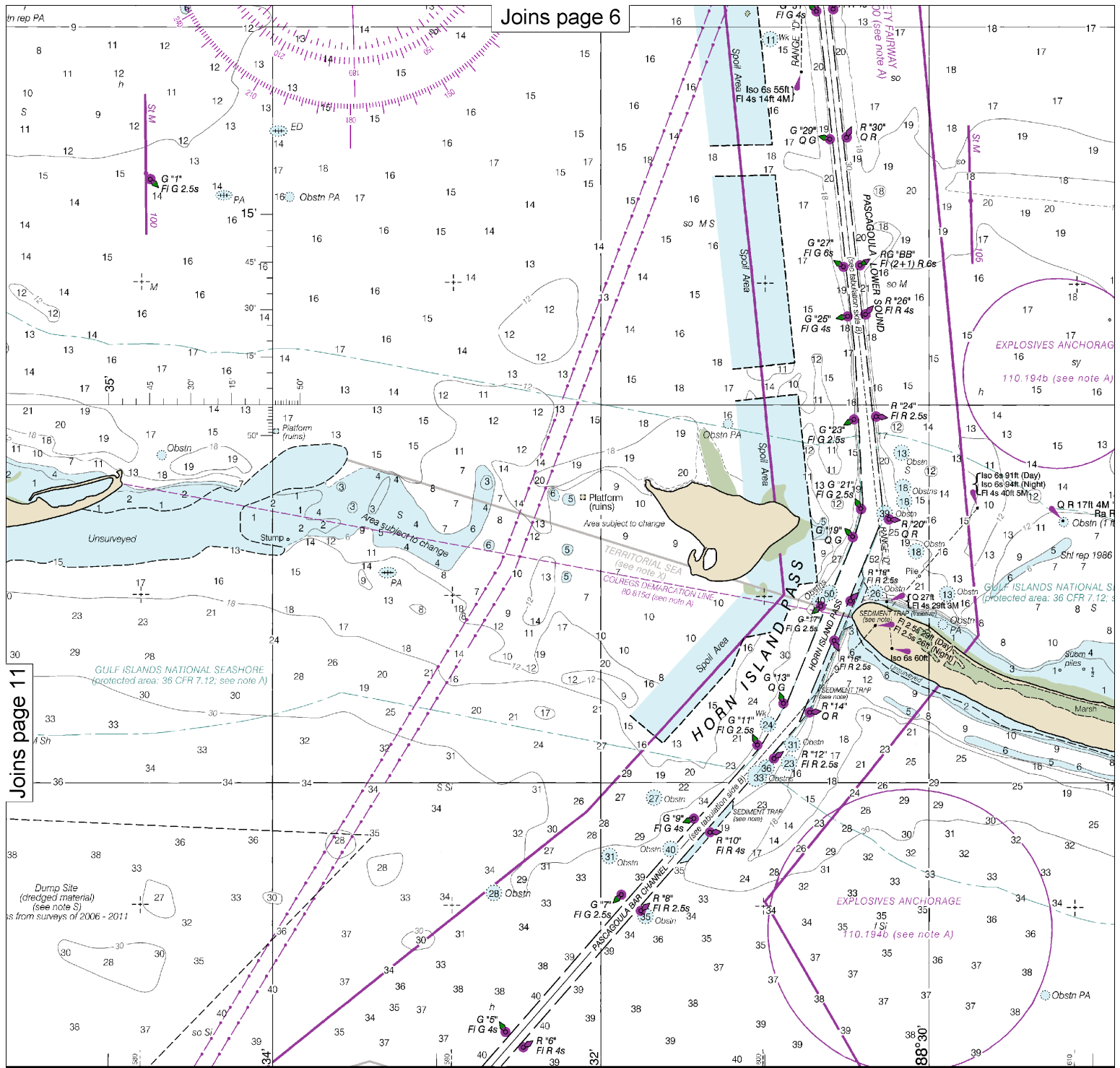
Joins page 5

Joins page 12

SCALE

Joins page 17

| |
|---|
| HORN IS TABULATED FROM SU |
| CONTROLLING DEPTHS FR |
| NAME OF CHANNEL |
| PASCAGOULA BAR CHANN HORN ISLAND PASS PASCAGOULA LOWER SOUT |



HORN ISLAND PASS PASCAGOULA HARBOR AND BAYOU CASOTTE CHANNEL DEPTHS
TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - REPORT OF NOV 2015 AND SURVEYS TO NOV 2015

| NAME OF CHANNEL | CONTROLLING DEPTHS FROM SEAWARD IN FEET AT MEAN LOWER LOW WATER (MLLW) | | | DATE OF SURVEY | PROJECT DIMENSIONS | | |
|------------------------|--|------------------------|-----------------------|----------------|--------------------|----------------|-------------------|
| | LEFT OUTSIDE QUARTER | MIDDLE HALF OF CHANNEL | RIGHT OUTSIDE QUARTER | | WIDTH (FEET) | LENGTH (MILES) | DEPTH MLLW (FEET) |
| PASCAGOULA BAR CHANNEL | 43.2 | 44.0 | 37.9 | 5-15 | 450 | 6.28 | 44.0 |
| HORN ISLAND PASS | 41.1 | 44.0 | 37.5 | 11-15 | 600 | | |
| PASCAGOULA LOWER SOUND | 40.9A | 42.0 | 41.3 | 6-15 | 350 | | |

CAUTION
Gas and Oil Well Structures
Uncharted platforms, gas and oil well structures, pipes, piles and stakes can exist within the limits of this chart.

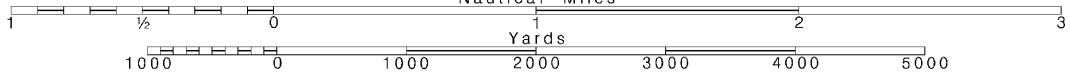
12

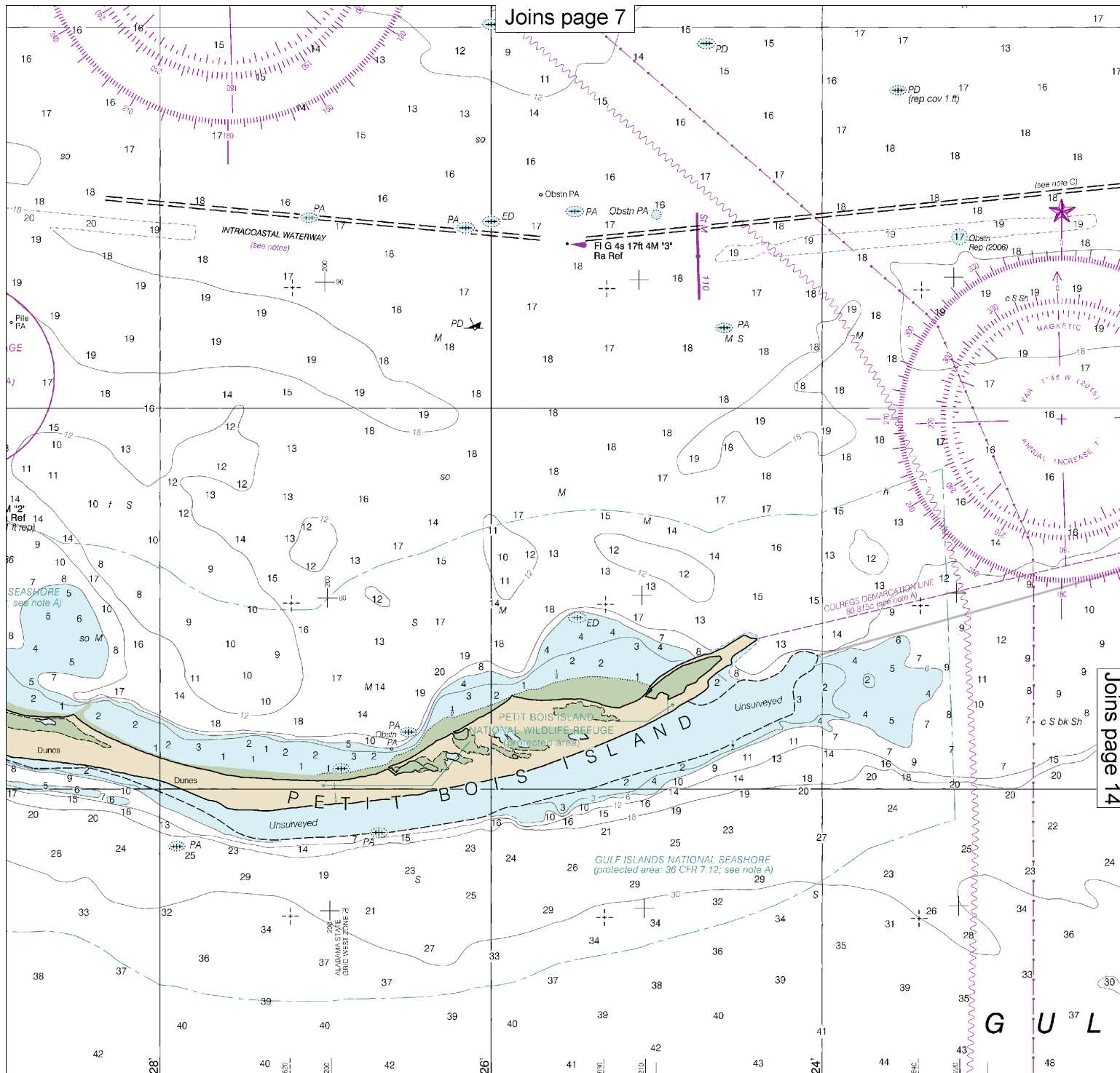
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:40,000
Nautical Miles

See Note on page 5.





Joins page 7

Joins page 14

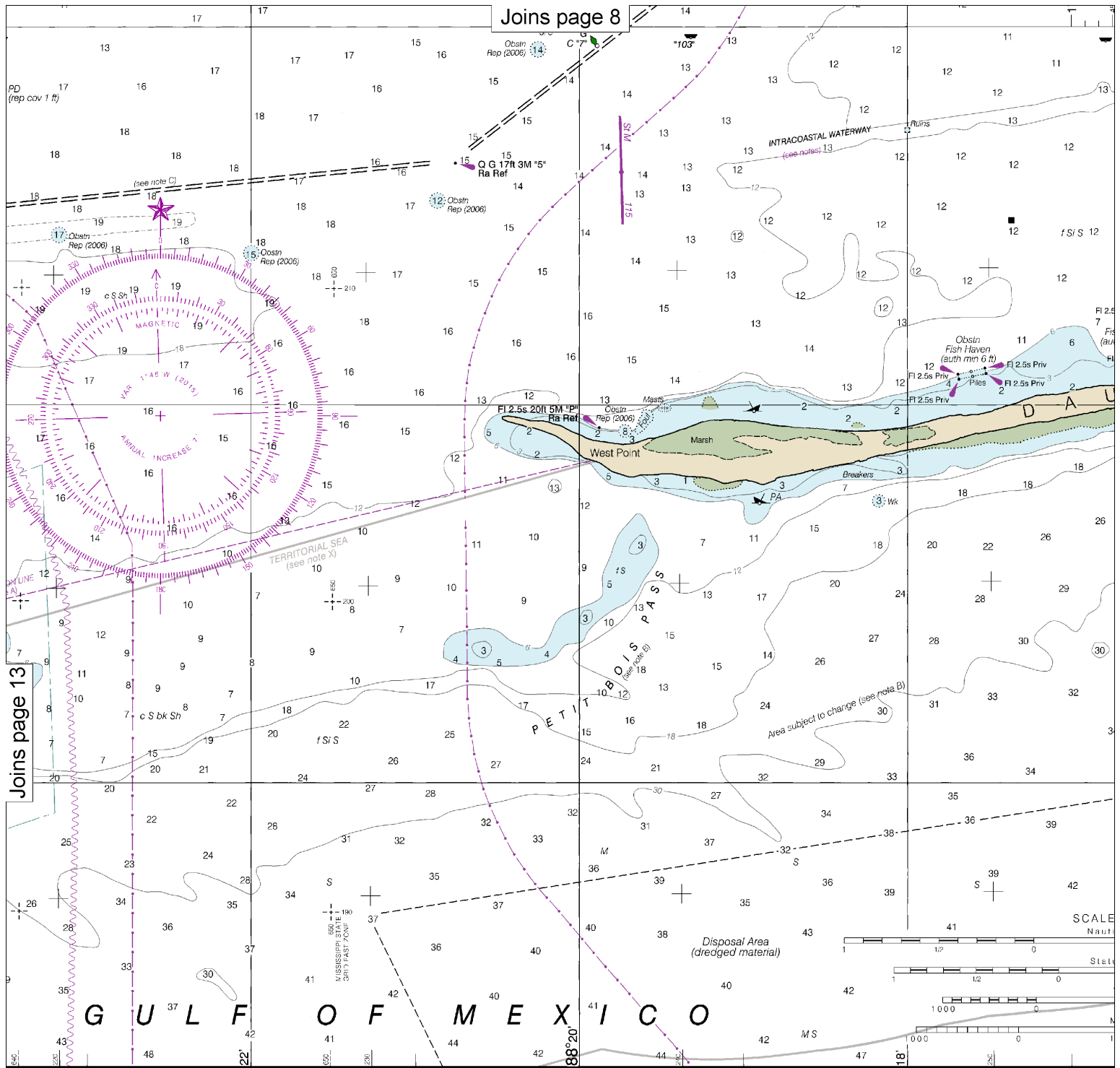
BROADCASTS OF MARINE WEATHER FORECASTS AND WARNINGS

| CITY | STATION | FREQ. | DAILY BROADCASTS-CST | SPECIAL WARNINGS |
|------------|---------|---|-----------------------------|------------------|
| | | | | |
| Mobile, AL | WLO | 2572 kHz 4397.7 kHz 8808.8 kHz | 7:00 AM, NOON, 6:00 PM | On receipt |
| | | (Ch 25) 161.85 MHz (Ch 26) 161.90 MHz (Ch 27) 161.95 MHz (Ch 28) 162.0 MHz | | |
| LA | NMCG | 2670 kHz | 7:35, 8:35, 10:35, 11:50 AM | *On receipt |

CAUTION

Limitations on the use of radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Geospatial-Intelligence Agency Publication 117. Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution.

Joins page 19



Joins page 8

Joins page 13

CONTINUED ON CHART 11373

NOTES AND WARNINGS

STIS-CST SPECIAL WARNINGS

At 6:00 PM On receipt

On receipt

At 11:50 AM *On receipt

NOTE A

Navigation regulations are published in Chapter 2, U.S. Coast Pilot 5. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 8th Coast Guard District in New Orleans, LA or at the Office of the District Engineer, in Mobile, AL. Refer to charted regulation section.

Joins page 20

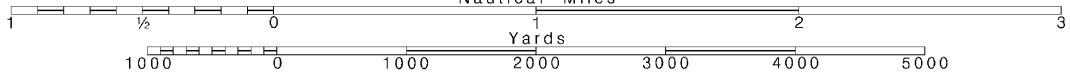
14

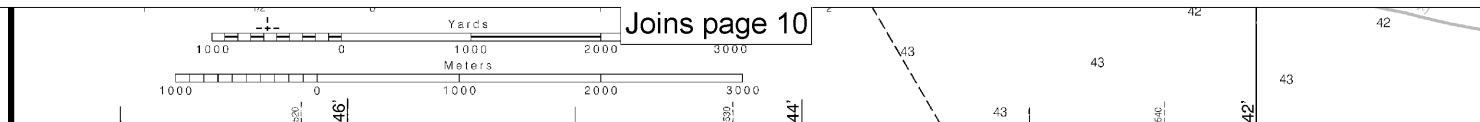
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:40,000 Nautical Miles

See Note on page 5.





11374

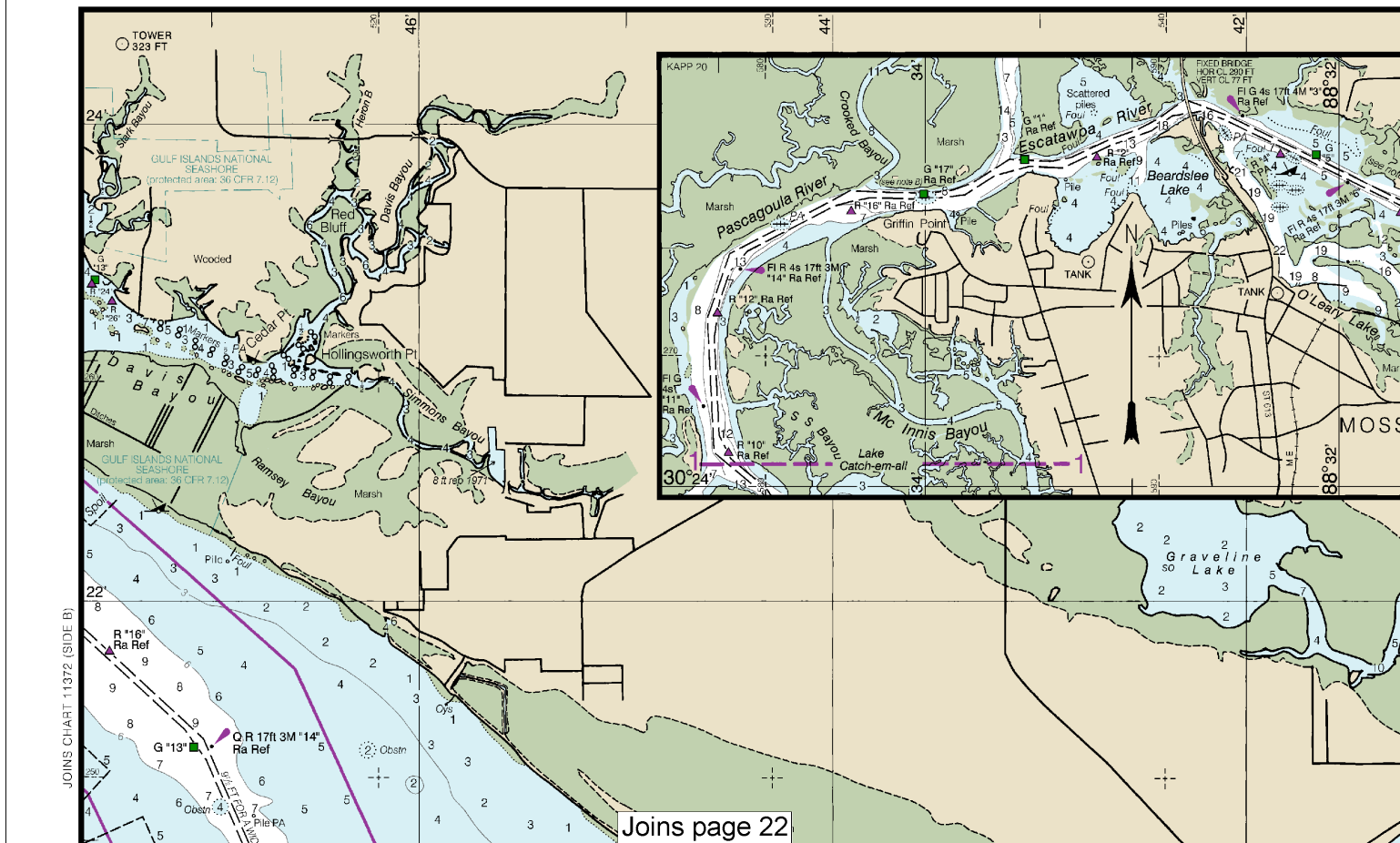
Joins page 10

SUPPLEMENTAL INFORMATION
Consult U.S. Coast Pilot 5 for important supplemental information.

CAUTION
WARNINGS CONCERNING LARGE VESSELS
The 'Rules of the Road' state that recreational boats shall not impede the passage of a vessel that can navigate only within a narrow channel or fairway. Large vessels may appear to move slowly due to their large size but actually transit at speeds in excess of 12 knots, requiring a great distance in which to maneuver or stop. A large vessel's superstructure may block the wind with the result that sailboats and sailboards may unexpectedly find themselves unable to maneuver. Bow and stern waves can be hazardous to small vessels. Large vessels may not be able to see small craft close to their bows.

CAUTION
BASCULE BRIDGE CLEARANCES
For bascule bridges, whose spans do not open to a full upright or vertical position, unlimited vertical clearance is not available for the entire charted horizontal clearance.

INTRACOASTAL WATERWAY AIDS
The U.S. Aids to Navigation System is designed for use with nautical charts, and the exact meaning of an aid to navigation may not be clear unless the appropriate chart is consulted.
Aids to navigation marking the Intracoastal Waterway exhibit unique yellow symbols to distinguish them from aids marking other waterways.
When following the Intracoastal Waterway westward from Carrabelle, FL to Brownsville, TX, aids with yellow triangles should be kept on the starboard side of the vessel and aids with yellow squares should be kept on the port side of the vessel.
A horizontal yellow band provides no lateral information, but simply identifies aids to navigation as marking the Intracoastal Waterway.



Joins page 22

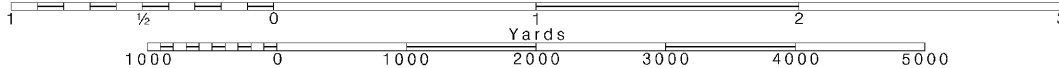
16

Note: Chart grid lines are aligned with true north.

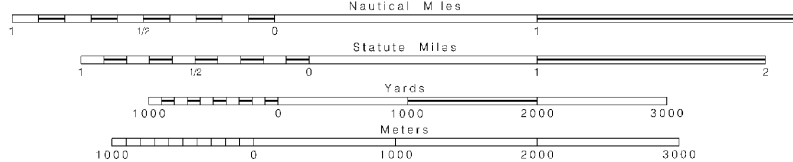
Printed at reduced scale.

SCALE 1:40,000
Nautical Miles

See Note on page 5.



SCALE 1:40,000

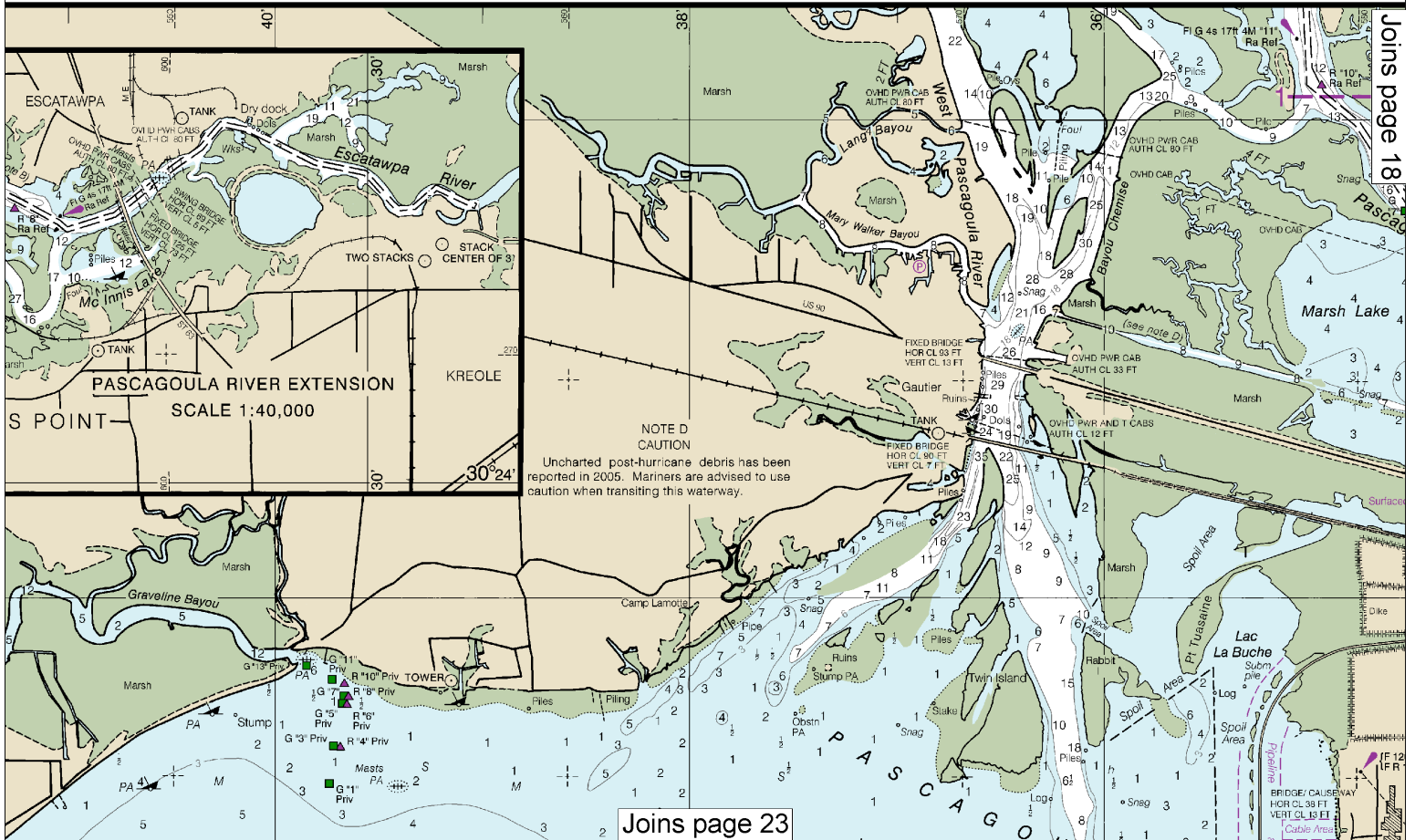


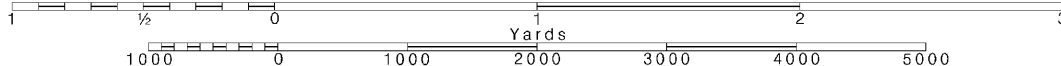
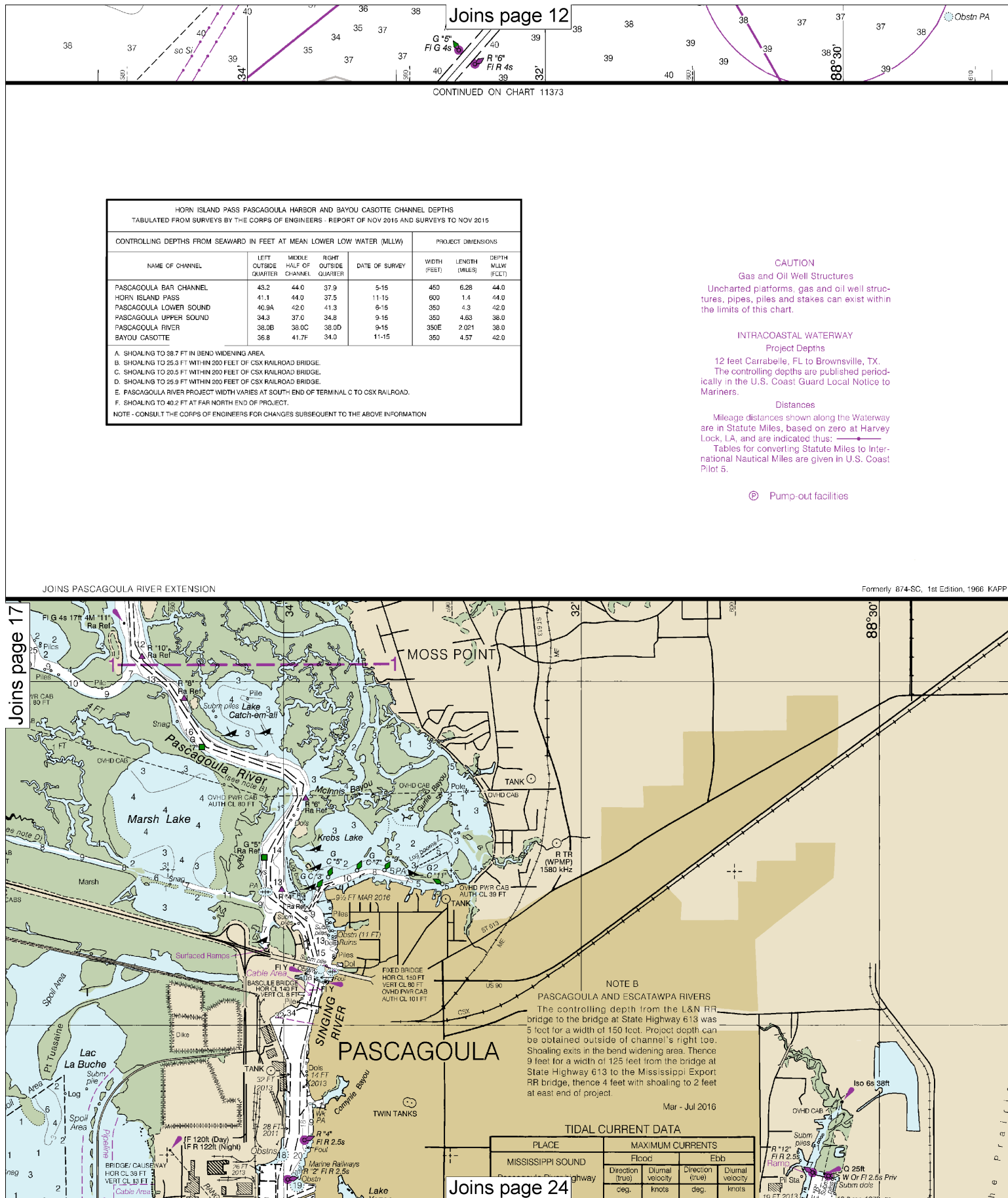
HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 0.721" northward and 0.054" westward to agree with this chart.

| |
|-----------------------------|
| HORN IS |
| TABULATED FROM SU |
| CONTROLLING DEPTHS FR |
| NAME OF CHANNEL |
| PASCAGOULA BAR CHANNE |
| HORN ISLAND PASS |
| PASCAGOULA LOWER SOU |
| PASCAGOULA UPPER SOU |
| PASCAGOULA RIVER |
| BAYOU CASOTTE |
| A. SHOALING TO 38.7 FT IN B |
| B. SHOALING TO 25.3 FT WITH |
| C. SHOALING TO 25.3 FT WITH |
| D. SHOALING TO 25.9 FT WITH |
| E. PASCAGOULA RIVER PRO |
| F. SHOALING TO 40.2 FT AT F |
| NOTE - CONSULT THE CORPS |

JOINS PASCAGOULA RIVER EXTENSI





CAUTION
 Limitations on the use of radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Geospatial-Intelligence Agency Publication 117. Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution.
 Station positions are shown thus:
 ○ (Accurate location) o (Approximate location)

CAUTION
 Small craft should stay clear of large commercial and government vessels even if small craft have the right-of-way.
 All craft should avoid areas where the skin divers flag, a red square with a diagonal white stripe, is displayed.

CAUTION
 Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

CAUTION
 Improved channels shown by broken lines are subject to shoaling, particularly at the edges.

BROADCASTS OF MARINE WEATHER FORECASTS AND WARNINGS

| CITY | STATION | FREQ. | DAILY BROADCASTS-CST | SPECIAL WARNINGS |
|-----------------|---------|---|--|------------------|
| Mobile, AL | WLO | 2572 kHz 4397.7 kHz 8808.8 kHz | 7:00 AM, NOON, 6:00 PM | On receipt |
| | | (Ch 25) 161.85 MHz (Ch 26) 161.90 MHz (Ch 27) 161.95 MHz (Ch 28) 162.0 MHz | | On receipt |
| New Orleans, LA | NMG | 2670 kHz 157.1 MHz | 4:35, 6:35, 10:35, 11:50 AM 4:35, 11:50 PM 4:50, 10:50 AM, 4:50 PM | *On receipt |
| Grand Isle, LA | NMG-15 | 157.1 MHz | 4:35 AM, 10:35 AM, 4:35 PM | |

*Preceded by announcement on 2182 kHz

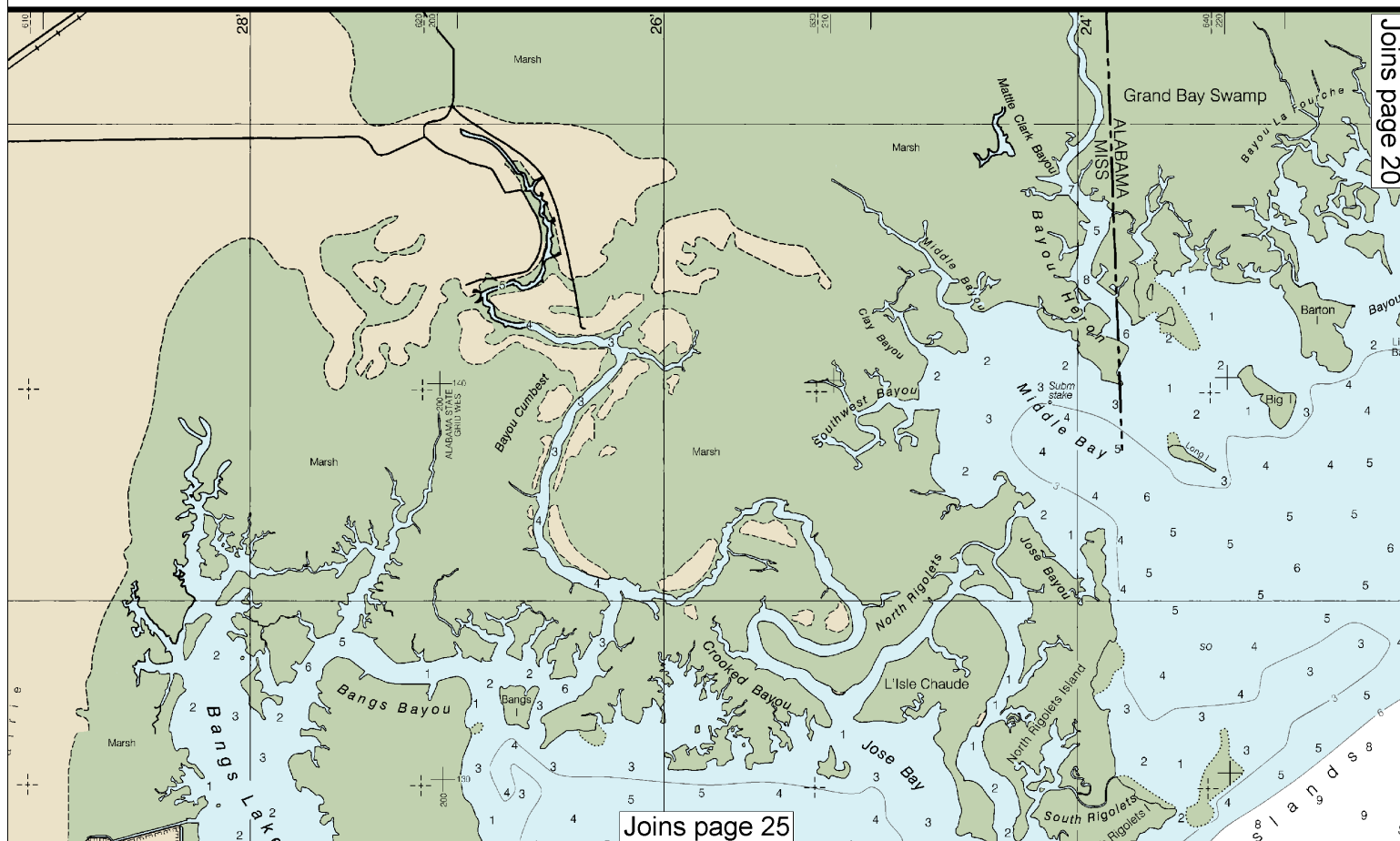
Distress calls for small craft are made on 2182 kHz or channel 16 (156.80 MHz) VHF

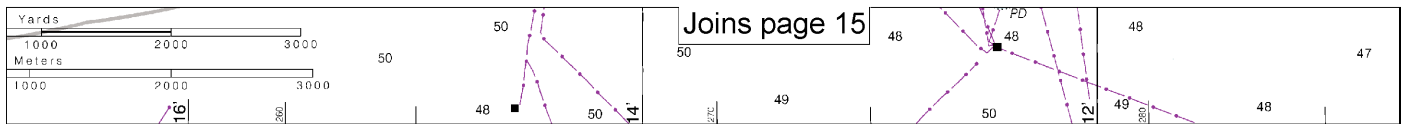
**MARINE WEATHER FORECASTS
 NATIONAL WEATHER SERVICE**

| CITY | TELEPHONE NUMBERS | OFFICE HOURS |
|-----------------|-----------------------------------|-----------------------------|
| Mobile, AL | (251) 633-6443 | 8:00 AM-5:00 PM (Mon.-Fri.) |
| New Orleans, LA | (504) 522-7330 *(504) 465-9215 | 8:00 AM-4:00 PM (Mon.-Fri.) |

*Recording (24 hours daily)

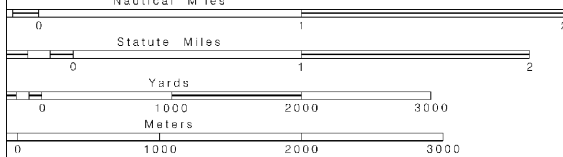
P 19





11374

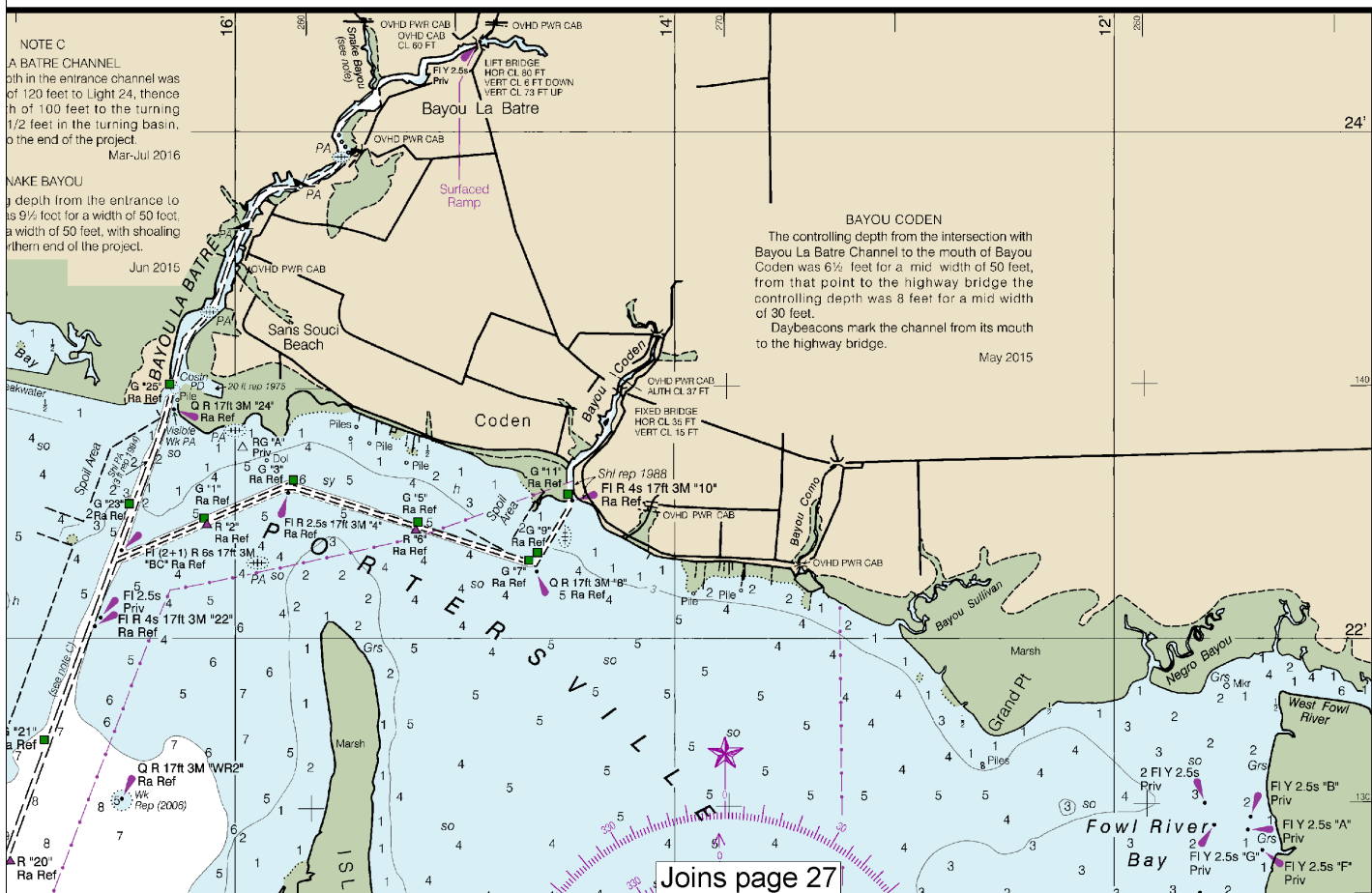
SCALE 1:40,000
Nautical Miles

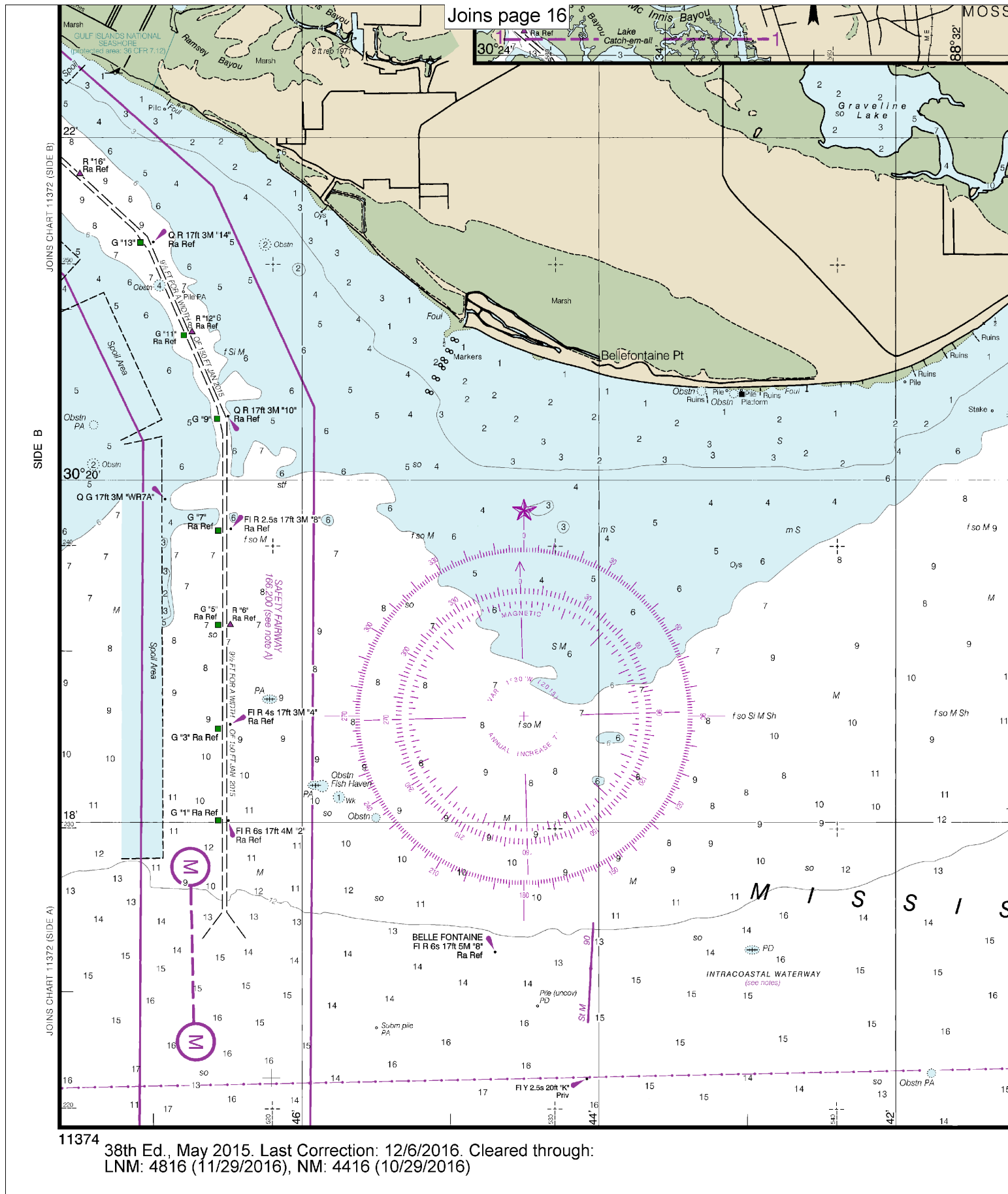


NOAA WEATHER RADIO BROADCASTS

The NOAA Weather Radio stations listed below provide continuous weather broadcasts. The reception range is typically 20 to 40 nautical miles from the antenna site, but can be as much as 100 nautical miles for stations at high elevations.

| | | |
|--------------|--------|-------------|
| Mobile, AL | KEC-61 | 162.550 MHz |
| Gulfport, MS | KIH-21 | 162.400 MHz |





Note: Chart grid lines are aligned with true north.

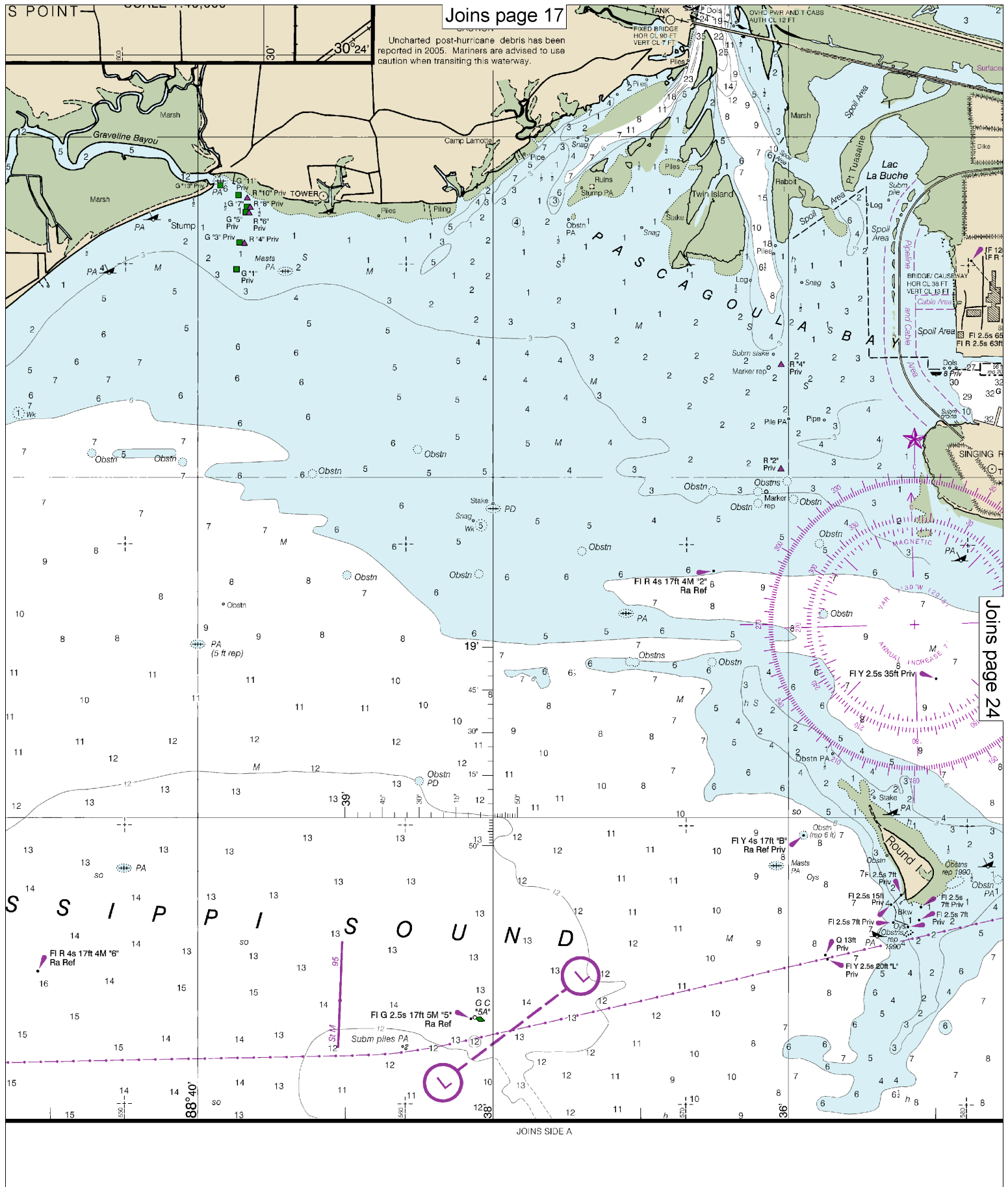
Printed at reduced scale.

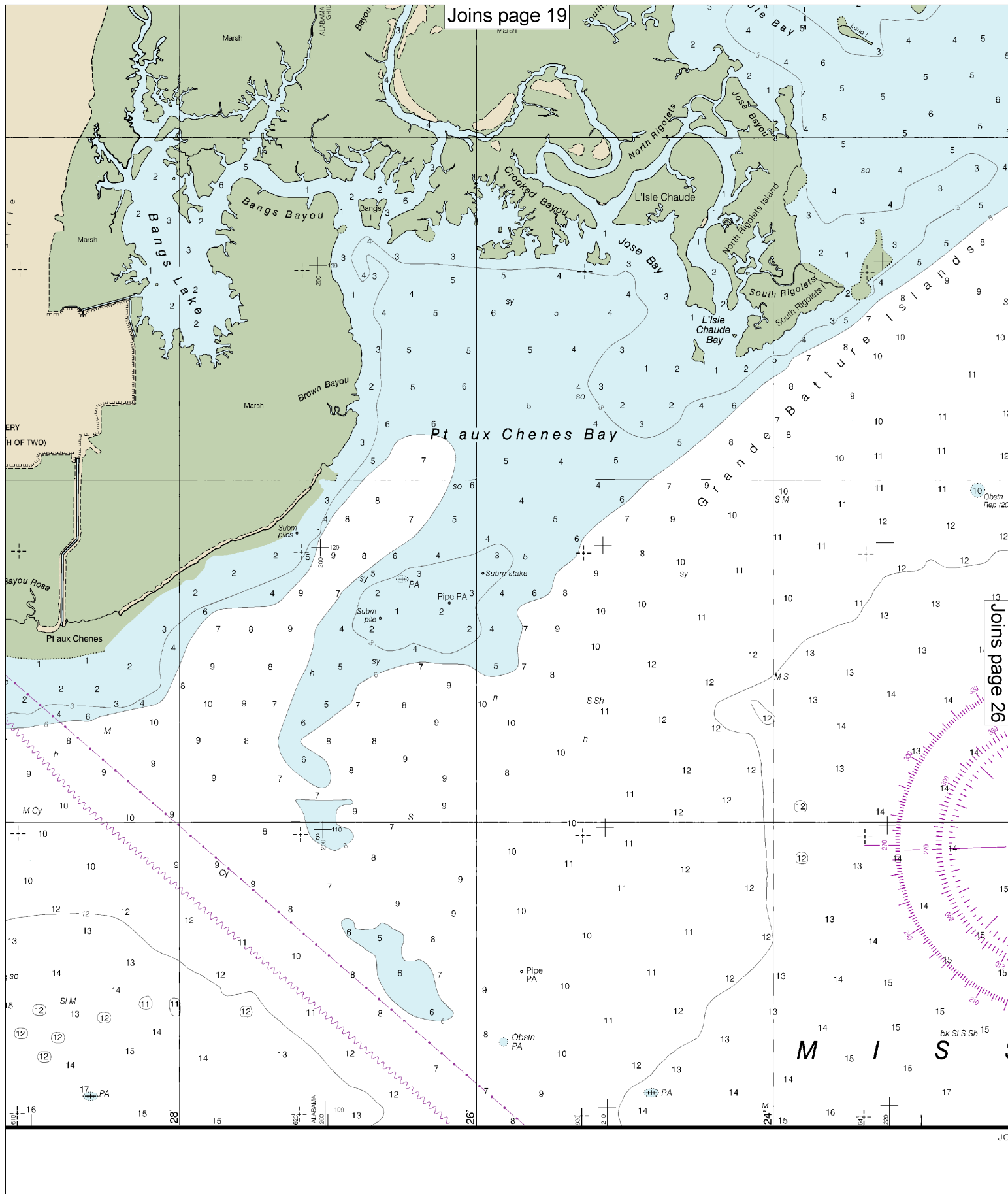
SCALE 1:40,000
 Nautical Miles

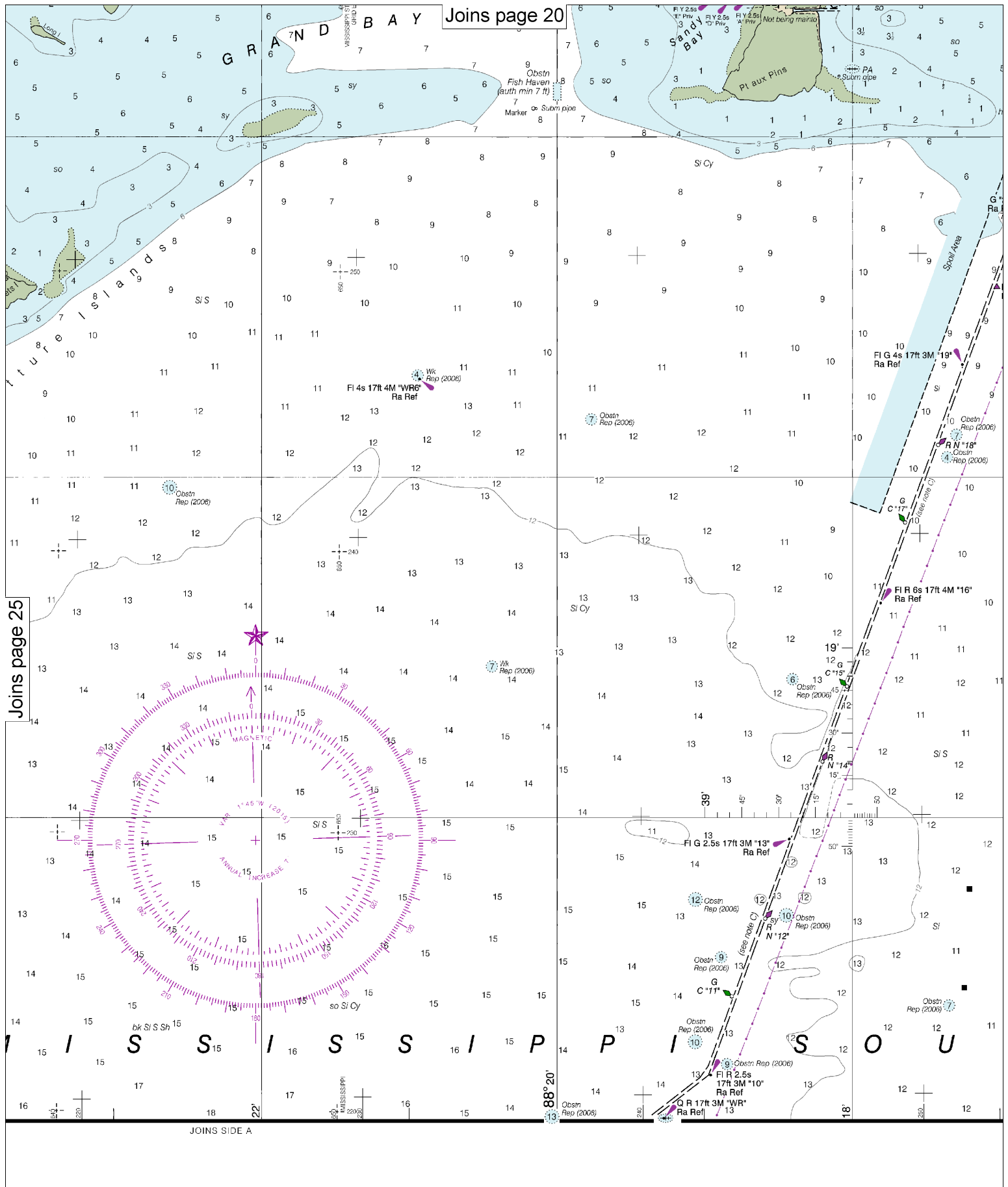
See Note on page 5.



Uncharted post-hurricane debris has been reported in 2005. Mariners are advised to use caution when transiting this waterway.







Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:40,000
Nautical Miles

See Note on page 5.





VHF Marine Radio channels for use on the waterways:

Channel 6 – Inter-ship safety communications.

Channel 9 – Communications between boats and ship-to-coast.

Channel 13 – Navigation purposes at bridges, locks, and harbors.

Channel 16 – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other

vessels. Contact the other vessel, agree to another channel, and then switch.

Channel 22A – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.

Channels 68, 69, 71, 72 and 78A – Recreational boat channels.

Getting and Giving Help — Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.



NOAA Weather Radio All Hazards (NWR) is a nationwide network of radio stations broadcasting continuous weather information directly from the nearest National Weather Service office. NWR broadcasts official Weather Service warnings, watches, forecasts and other hazard information 24 hours a day, 7 days a week.

<http://www.nws.noaa.gov/nwr/>

Distress Call Procedures

- Make sure radio is on.
- Select Channel 16.
- Press/Hold the transmit button.
- Clearly say: "MAYDAY, MAYDAY, MAYDAY."
- Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
- Release transmit button.
- Wait for 10 seconds — If no response Repeat MAYDAY call.

HAVE ALL PERSONS PUT ON LIFE JACKETS!

Quick References

| | | |
|---|---|---|
| Nautical chart related products and information | — | http://www.nauticalcharts.noaa.gov |
| Interactive chart catalog | — | http://www.charts.noaa.gov/InteractiveCatalog/nrnc.shtml |
| Report a chart discrepancy | — | http://ocsddata.ncd.noaa.gov/idrs/discrepancy.aspx |
| Chart and chart related inquiries and comments | — | http://ocsddata.ncd.noaa.gov/idrs/inquiry.aspx?frompage=ContactUs |
| Chart updates (LNM and NM corrections) | — | http://www.nauticalcharts.noaa.gov/mcd/updates/LNM_NM.html |
| Coast Pilot online | — | http://www.nauticalcharts.noaa.gov/nsd/cpdownload.htm |
| Tides and Currents | — | http://tidesandcurrents.noaa.gov |
| Marine Forecasts | — | http://www.nws.noaa.gov/om/marine/home.htm |
| National Data Buoy Center | — | http://www.ndbc.noaa.gov/ |
| NowCoast web portal for coastal conditions | — | http://www.nowcoast.noaa.gov/ |
| National Weather Service | — | http://www.weather.gov/ |
| National Hurricane Center | — | http://www.nhc.noaa.gov/ |
| Pacific Tsunami Warning Center | — | http://ptwc.weather.gov/ |
| Contact Us | — | http://www.nauticalcharts.noaa.gov/staff/contact.htm |



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This Booklet chart has been designed for duplex printing (printed on front and back of one sheet). If a duplex option is not available on your printer, you may print each sheet and arrange them back-to-back to allow for the proper layout when viewing.